The Government has taken several steps to check crime in Delhi. These include increased patrolling, posting of pickets at strategic points, strenthening of intelligence machinery, frequent raids at the hideouts of criminals, increased surveillance, coordination meetings with the officials of the neighbouring States, training of police officers in handling modern weapons, introduction of scientific methods of investigation, modernisation of communications network, etc.

Performance of C-DOT

1000. SHRI V. HANUMANTHA RAO:
SHRI SANJAY DALMIA:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government have made any survey about the working performance of C-DOT from its formulation; and

(b) if so, with what results?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATION (SHRI SUKH RAM): (a) Yes, Sir.

(b) The recommendations made by the various Committees set up to review the performance of C-DOT have been kept in view for further development of the projects undertaken by C-DOT.

गुजरात में अभ्यारण्यों हेतु आरक्षित भूमि का उद्योगों को आवंटन

1001. **श्री कनकसिंह मोहनसिंह मंगरोलाः** क्या पर्यावरण और वन मंत्री यह बताने की कृपा करेंगे कि:

(क) ऐसे उद्योगों के नाम क्या-क्या हैं जिन्हें गुजरात के जाम-नगर और सूरत जिलों में अभ्यारण्यों और पर्यावरण संरक्षण हेतु सुरक्षित रखी गई भूमि उद्योग लगाने हेतु दे दी गई है;

(ख) क्या सरकार को इस बात की जानकारी है कि ऐसे उद्योगों के स्थापित करने से पर्यावरण को नुकसान होगा;

(ग) यदि हां, तो क्या इस मामले को राज्य सरकार के साथ उठाया गया है; और

(घ) यदि हां, तो उस पर राज्य सरकार की क्या प्रतिक्रिया है?

पर्यावरण और वन मंत्रालय के राज्य मंत्री (श्री राजेश पायलट): (क) से (घ) राज्य सरकार से सूचना एकत्र की जा रही है तथा सदन के पटल पर रख दी जायेगी।

Maintenance of National Waterways

1002. SHRI SANJAY DALMIA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the National Waterways are not maintained properly; and

(b) if so, the steps proposed to be taken for proper maintenance of National Waterways?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI M. RAJASEKARA MURTHY): (a) The National Waterways are being maintained and improved by the Inland Waterways Authority of India (IWAI) in a phased manner depending on the availability of resources, physical capabilities and other limitations.

(b) The IWAI have formulated a detailed Action plan for development of Inland waterways in the country for implementation on short term (during 8th Five Year plan period) and long term (beyond 8th Five Year Plan) basis. Under the short term action plan, it is proposed to develop the National Waterways No. 1 and 2 for a navigable channel with 2.00 mtrs. depth. Both these waterways are targetted to remain open for IWT for at least 300 days a year. In waterway No. 3, under short term action plan, the waterway is

planned for a navigable depth of 2.00 meters. It is also planned to provide necessary infrastructural facilities like terminals, navigational aids, bank protection etc. Under the long term action plan, it is proposed to develop the existing waterways No. 1 and 2 for navigation of larger vessels by providing 3 meters depth and larger channel width and to provide mechanised terminals and night navigational facilities based on cargo offering. Similarly, in National waterway No. 3, it is proposed to deepen the channel further in the entire National Waterway with night navigational facilities and mechanised terminals.

कांडला बन्दरगाह पर ड्रेजर्स लगाया जाना

1003. **श्री अनन्तराय देवशंकर दवे:** क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या कच्छ में कांडला बंदरगाह मुक्त बन्दरगाह क्षेत्र, पोरबंदर और वाडीनार पर ड्रेजर्स अधिष्ठापित किये गए हैं;

(ख) यदि हां, तो क्या इन ड्रेजर्स का इनकी पूर्ण क्षमता तक उपयोग किया जा रहा है;

(ग) यदि नहीं, तो इसके क्या कारण हैं;

(घ) क्या सरकार ने कांडला मुक्त बन्दरगाह पर बहुउद्देशीय ड्रेजर्स लगाने पर विचार किया है; और

(ङ) क्या ये विदेशी मालवाहक जहाजों की आवश्यकताओं को पूरा करने में सक्षम साबित होंगे?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री एम० राजशेखर मूर्ति): (क) से (ग) कलकत्ता पत्तन पर रख रखाव निकर्षण के लिए निकर्षक तैनात किए जाते हैं और इनका इष्टतम उपयोग किया जाता है। बाडीनार और पोरबन्दर में कोई निकर्षक तैनात नहीं किया गया है।

(घ) और (ङ) पोतों के लिए नौगम्य गहराई में सुधार के लिए कांडला में एक अतिरिक्त निकर्षक तैनात किए जाने का प्रस्ताव है।

Norms for Establishment of Delhi Traffic Police

1004. **SHRI TRILOKI NATH CHATUAVEDI:**
DR. MURLI MANOHAR JOSHI:

Will the Minister of HOME AFFAIRS be pleased to refer to the answer to Unstarred Question 1581 given in the Rajya Sabha on 16th August, 1995 and state:

(a) when the strength of Traffic Police in Delhi was last determined and what were the salient norms for fixing the strength and status-wise strength so determined;

(b) what are the reasons for not evolving any norms for the traffic police strength in terms of number of vehicles and area to be covered etc.; and

(c) whether there are any established norms in India or elsewhere with regard to traffic police requirement?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (PROF. M. KAMSON): (a) The Staff Inspection Unit of the Ministry of Finance under-took a study of staffing requirements of the Traffic Branch of Delhi Police in 1981 and submitted its report on 8.7.1981. The study did not determine any norms. The status-wise strength recommended by Staff Inspection Unit is given in the enclosed statement. (*See* below)

(b) There are a number of variables which have to be taken into consideration while determining the staffing requirements of the Traffic Branch of Delhi Police. It is not possible to determine the strength only on the basis of number of vehicles and area to be covered.

(c) Traffic Police needs are determined on case-to-case basis for each urban agglomeration.